

Table 3-9: Estimated Daily Trips Between Areas from COG Model

		Destination																	
		Downtown	Union Sta.	NoMa	Capitol	Mall	White House	Mt. Vernon	L'Enfant	Waterfront	Southwest	Const. West	GWU	Penn. Ave.	K Street	DuPont Circle	West End	Georgetown	TOTAL
Origin	Downtown	2,781	461	143	811	124	391	130	651	252	226	290	212	342	1,842	321	190	1,017	10,181
	Union Sta.	466	1,011	59	288	37	110	39	212	73	67	82	53	84	555	94	47	266	3,541
	NoMa	141	58	149	83	11	34	12	59	21	17	22	16	28	171	30	18	80	946
	Capitol	806	287	82	2,191	64	193	55	433	147	128	138	94	133	857	136	74	362	6,176
	Mall	124	36	12	67	35	29	6	58	19	18	22	16	25	136	24	13	66	703
	White House	390	106	36	193	29	630	28	161	59	63	97	71	124	609	105	63	336	3,096
	Mt. Vernon	129	40	13	55	11	27	62	52	17	14	22	15	23	158	24	15	71	745
	L'Enfant	664	210	60	434	59	168	52	1,181	143	118	134	88	129	764	126	72	378	4,777
	Waterfront	257	73	20	150	22	62	17	143	676	40	44	30	43	284	48	24	135	2,064
	Southwest	223	67	18	130	17	58	14	116	38	252	46	31	46	261	42	21	119	1,497
	Const. West	290	82	23	138	21	97	20	126	42	46	457	57	85	421	75	48	244	2,268
	GWU	207	53	15	92	15	72	17	84	29	33	58	254	64	314	53	35	182	1,574
	Penn. Ave.	342	85	27	132	22	117	22	123	43	47	88	64	426	582	100	64	328	2,608
	K Street	1,843	570	168	860	139	577	159	724	280	266	430	319	588	6,156	561	329	1,744	15,708
	DuPont Circle	315	89	31	136	24	103	22	120	44	42	72	58	100	549	559	61	307	2,629
	West End	190	48	16	74	16	60	16	70	25	23	49	34	65	332	60	266	201	1,542
	Georgetown	1,024	269	82	358	70	334	70	368	137	118	244	179	328	1,718	313	199	4,879	10,687
TOTAL	1,553	459	231	1,322	91	436	334	536	1,081	149	575	587	1,471	2,992	953	1,536	10,712	70,737	

first adjustment eliminates trips that are too short to use the circulator or are not likely to have a circulator connection. Trips within an area were also eliminated in most cases. Exceptions were made in several areas where the areas are large and circulator service is expected to be extensive. In these cases, only 50% of estimated trips were excluded. For trips between adjacent areas, 15% of estimated trips were excluded to represent trips that may be short enough to walk.

The second adjustment reduces the circulator market where there is direct Metrorail service. Where direct Metrorail service is available to most travelers between the areas, 50% of trips were excluded from the likely circulator market. Where direct Metrorail service is available to only some travelers between the areas, 25% of trips were excluded from the likely circulator market. The resulting estimated daily market for circulation trips on the circulator is shown in Table 3-10. The table shows a potential market of over 35,000 circulation trips in the core area.

### 3.1.7 Summary of Potential Circulator Markets

The potential markets for the circulator can be thought in terms of both access trips and circulation trips related to both area attractions and core area employment and commercial activity. The total estimated potential daily market in each category is as follows in Table 3-11.